IN THE CLAIMS

1. (Previously Presented) A method of learning associations between a plurality of tires each having a unique identification code and a plurality of locations for tires, comprising:

initiating a timer before receiving a first identification code;

receiving the unique identification codes from each tire of the plurality of tires in response to a change in tire pressure in said each tire in a predetermined order of the plurality of locations for tires;

resetting said timer after receiving each identification code;

correlating the receipt of the unique identification codes to the predetermined order of the plurality of locations for tires to thereby associate each tire of the plurality of tires to one location of the plurality of locations for tires; and

terminating said method if said timer indicates that a predetermined threshold of time has expired before an identification code is received.

2. (Original) The method of claim 1, wherein the change in tire pressure is an operator-supplied change in tire pressure.

3. (Original) The method of claim 1, the method further comprising the steps of:

determining if a particular received unique identification code is a first unique identification code received; and

if so, erasing existing correlated unique identification codes.

4. (Cancelled)

5. (Previously Presented)

A method of learning associations between a plurality of tires each having a unique identification code and a plurality of locations for tires, the method comprising:

receiving the unique identification codes from each tire of the plurality of tires in response to a change in tire pressure in said each tire in a predetermined order of the plurality of locations for tires;

correlating the receipt of the unique identification codes to the predetermined order of the plurality of locations for tires to thereby associate each tire of the plurality of tires to one location of the plurality of locations for tires;

testing each second and subsequently received identification code to determine if said identification code is unique compared to said identification codes already stored; and

storing only identification codes that are determined to be unique compared to said identification codes already stored.

6. (Original) The method of claim 1, wherein said receiving step further comprises the step of communicating receipt of said unique identification code to a user.

7. (Previously Presented) A tire pressure monitor system for a vehicle having a plurality of tires each mounted on a wheel at one of a plurality of locations relating to said vehicle, the tire pressure monitor system comprising:

a plurality of tire pressure detectors each coupled to one of the plurality of wheels, each tire pressure detector further comprising:

a transmitter having a unique identification code; and

a pressure sensor configured to detect changes in the pressure in said one tire mounted on said wheel;

a receiver configured to receive said transmitted unique identification codes;

a first processor coupled to said receiver, wherein said processor is configured to respond to a user-supplied command to relearn associations between said identification codes and said locations by accepting said received identification codes in a predetermined order related to said locations; and

a memory coupled to said first processor, wherein said memory is configured to store each said identification code in association with each said respective location, wherein each said detector processor is configured to:

determine a magnitude of the pressure change within a predetermined time period;

compare the pressure change magnitude within the predetermined time period to a predetermined threshold;

control the transmitter to transmit pressure data and the identification code periodically if the determined magnitude is less than the predetermined threshold; and

control the transmitter to transmit at least the identification code immediately if the determined magnitude is greater than the predetermined threshold.

8. (Previously Presented) The tire pressure monitor system of claim 7, wherein each tire pressure detector further comprises a detector processor coupled to said transmitter and to said pressure sensor and configured to control said transmitter to transmit said unique identification code in response to a user-supplied signal.

9. (Previously Presented) The tire pressure monitor system of claim 8, wherein said user-supplied signal comprises a pressure change in said each tire, and wherein said pressure sensor is configured to provide an indication of the pressure change to said detector processor.

10. (Cancelled)

11. (Previously Presented) The tire pressure monitor system of claim 7, further comprising:

at least one device for communicating with a human user, said at least one device coupled to and controlled by said first processor.

12. (Previously Presented) The tire pressure monitor system of claim 11, wherein said at least one device for communicating generates an indication that said unique identification code has been stored.

13. (Previously Presented) The tire pressure monitor system of claim 11, wherein said at least one device generates an indication that said first processor has been commanded to relearn said associations.

14. (Previously Presented) The tire pressure monitor system of claim 7, wherein said transmitter comprises a plurality of transmitters each being coupled to a valve stem of one of said tires.

15. (Previously Presented) The tire pressure monitor system of claim 14, wherein said plurality of transmitters is equal to said plurality of tires.

16. (Previously Presented) The tire pressure monitor system of claim 7, wherein said vehicle has four wheels and said predetermined order consists of the sequence: left front, right front, right rear, left rear.

17. (Cancelled)

18. (Cancelled)

19. (Cancelled)

20. (Cancelled)